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SOURCE

STATE

Jen-min Jih-pao /official Chinese Communist organ/.

SCORES CARTOGRAPHERS OF NEW CHINESE MAPS FOR INDICATING NONEXISTENT RR LINES

Li Cheng-lun (1) Numbers refer to appended characters; no available information on this writer

Most of the recently published maps of China have incorrectly indicated the location of railways or sections of railways in the Northeast that are not at present in existence.

- 1. During the period of Japanese rule in Manchuria, they constructed a railway line, over 300 kilometers long, from Pei-an to Hei-ho in Heilungkiang Province not for the transportation of economic goods, but to enable them to carry out their anti-Soviet military strategy. In August 1945, when the Japanese withdrew and the Soviet troops entered the Northeast, the Japanese destroyed the greater part of the railway. After the beginning of the battle for liberation of the Northeast, our troops in accordance with the slogan, "restore the railways in each area as fast as it is occupied by the PLA," began at once to recover the rails and other equipment of the demolished rail line which had been scattered and aldden in ravines and streams. Our troops also continued to dismantle the portions of the track that had not been destroyed, and used all the material thus obtained to repair other important railway lines. At present, this Pei-an-Hei-ho] railway is not in existence. Nevertheless, with the exception of those maps referred to below as A, B, and E, which are correct, practically all others wrongly indicate it as still in existence.
- 2. Similarly, during the Japanese occupation of Manchuria, the railway line from Ning-nien, via Nen-chiang, to Hu-lung-men, was extended to Hei-ho. But for reasons of military secrecy, no maps were permitted to show its extension. When the Soviet troops entered Manchuria, the Japanese sabotaged the line; and then, in order to use the materials for the support of the CCF elsewhere, its destruction from Nen-chiang to Hei-ho was completed by the CCF. Consequently, trains going northward from Fu-yu (formerly Ning-nien) are now able to proceed only as far as Nen-chiang; and yet most maps continue to show a railway from Nen-chiang to Hu-lung-men. This is entirely wrong. In particular, Maps F and G not only

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show the line as existing as far as Hu-lung-men, but also its extension as far as He1-ho; we cannot understand on what evidence this is done. Ai-hun and Hei-ho are two names for the same place, but these two maps show Ai-hun as a separate place south of Hei-ho. Furthermore, Map F has inaccurately located a number of places with reference to their coordinates.

- 3. All seven maps referred to below mistakenly show, as still existing, the railway from Yeh-pai-shou to Ch'ih-feng, in Jehol Province. However, at the time of liberation, this section of the railway was systematically dismantled on orders, and used for the restoration of other lines inside the Great Wall.
- 4. For the same reason, over 440 kilometers of railway line which ran from Chin-ling-ssu, a small station not far from Pei-p'iao, in the coal-producing region, via Ch'ao-yang, Yeh-pai-shou, P'ing-yuan, Ch'eng-te, Ku-pei-k'ou, and inside the Great Wall to Shih-hsia, almost as far as Huai-jou, were completely ripped up. All these maps wrongly show this railway as still in existence.
- 5. The railway has been ripped up from Wang-ch'ing in Kirin Province /north of T'u-men/, near the China-Korea boundary, as far as Sui-hsi (formerly Hsiao-sui-fen) in Sungkiang Province /approximately 100 kilometers/ northwest of Tung-ning on the China-USSR boundary.
- 6. The railway has been torn up between Tung-an (formerly Mi-shan) in Sungkiang Province as far as Hu-t'ou (formerly Lin-chiang). All these maps have made no correction to indicate that this line is not in existence.

The destruction or dismantling of the above-mentioned railway sections took place at various times prior to 1949, while the maps mentioned below are all of recent issue. This indicates that cartographers do not prepare their data with sufficient care and detail. It is hoped that the proper corrections will be made in future issues.

A. Large Map of the People's Republic of China (Chung-hua Jen-min Kung-ho-kuo Ta Ti-t'u) (2)

Prepared by Chin Chu-an, Ch'en Chih-fang, and Yang Po-ju, of the Ya-kuang-yu Geographical Society (3). Checked and approved by Chin Ching-yu. Printed in August 1950. Published and sold by the Great China Publishing Company (Ta Chung-kuo T'u-shu Chu) (4).

B. Detailed Maps of the Provinces of the People's Republic of China (Chung-hua Jen-min Kung-ho-kuo Fen-sheng Ching T'u) (5)

Prepared by Chin Chu-an, Ch'en Chih-fang, Yang Po-ju, Huang Ching-hu, Tung Shih-sheng, and I Cheng-shou, of the Ya-kwang-yu Geographical Society. Checked and approved by Chin Ching-yu. First edition published in June 1950 by the Great China Publishing Company.

C. Topograph Sal Map of the Northeast, North China, and Inner Mongolia of the People's Republic of China (Chung-hua Jen-min Kung-ho-kuo Tung-pei, Hua-pei, Nei-meng Hsing-shih-t'u) (6)

Prepared by Liu Ssu-yuan (7) of the China Historical and Geographical Society (8). Checked and approved by Chin Ching-yu. Published by the Ya-kuang-yu Geographical Society. First edition printed June 1950. Distributed by the Great China Publishing Company.

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D. New Map of the People's Republic of China (Chung-hua Jen-min Kung-ho-kuo Hsin Ti-t'u) (9)

Prepared by the Kuang-hua-yu Geographical Society (10). Printed in January 1950. Distributed by the San-lien Bookstore Company (11).

E. Large Map of the People's Republic of China (Chung-hua Jen-min Kung-ho-kuo Ta Ti-t'u) (12)

Prepared by Luang Ching-hu, Chin Chu-an, and Ch'en Chin-fang of the Kuang-hua-yu Geographical Society. Checked ari approved by Chin Ching-yu. Fourth edition printed May 1950. Distributed by the Great China Publishing Company.

F. Large New Topographical Map of China (Chung-kuo Hsin Hsing-shih Ta Ti-t'u (13)

Prepared by Shao Yueh-ch'ung. New edition printed by the Fu-hsing-yu Geographical Society (14) in February 1950.

G. New Topographical Map of the People's Republic of China (Chung-hua Jen-min Kung-ho-kuo Hsing-shih Hsin T'u) (15)

Reprinted in July 1950 by Ya-hsin Geographical Society of Wu-ch'ang (16).

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